

Message

From: Grundler, Christopher [grundler.christopher@epa.gov]
Sent: 3/18/2015 4:58:54 PM
To: Bunker, Byron [bunker.byron@epa.gov]; Wehrly, Linc [wehrly.linc@epa.gov]
Subject: FW: Information for your meeting with EU Parliament rep.
Attachments: For Chris Real World Emissions ICCT.pptx; ATT00001.htm; EPA 2009-11 compliance report - 420r13006.pdf; ATT00002.htm

I mentioned this meeting to Drew. See his suggestions from below regarding additional info to provide the minister. If you agree, can you get me by 3pm a complete set of printed materials I can hand her? Maybe the entire Compliance Report with these figures noted? Lemme know what you think

From: Drew Kodjak [mailto:drew@theicct.org]
Sent: Wednesday, March 18, 2015 12:44 PM
To: Grundler, Christopher
Subject: Information for your meeting with EU Parliament rep.

Chris,

In advance of your meeting tomorrow, here are some documents and links.

ICCT has published several reports documenting the discrepancy between type approval and real world NOx emissions from new diesel passenger cars over the last several years. The link to our most recent study is below:

<http://www.theicct.org/real-world-exhaust-emissions-modern-diesel-cars>

I also presented this information at the annual meeting of the Diesel Technology Forum. The companies were quite interested as you might imagine. An excerpt of those slides are provided below - only a couple slides.

I also wanted to draw your attention to an excellent EPA report - 2009 - 2011 Compliance Report - that summarizes compliance and enforcement information. That Byron Bunker is a talented fellow. I relied on this report heavily in my comments on the China Clean Air Law, hopefully to good effect. I would recommend Figure 5 - compliance schedule for LD and HDVs - and Figure 15 on page 30 (recalls by OEM), and Figure 18 on page 32 showing the headroom built into compliance by OEMs to keep vehicles meeting the certification standards throughout full useful life.

A quick search of the internet suggests that Julie Girling is reasonably progressive. She's from the UK conservative party. She appears active in the area of fuel quality and renewable fuels. She is affiliated with the Nordic Green Left, and the Group of Greens, etc. See link below

http://www.europarl.europa.eu/meps/en/96956/Julie_GIRLING_home.html;jsessionid=3963D792C729E2DF114B88B80B53BB81.node2